

Hongkong Daily Press.

ESTABLISHED 1857

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A most pleasant retreat for those desirous of a few days rest and quiet.

Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.

Macao is 40 miles south-west of Hongkong. Two steamers (ss. *Sui An* and *Sui Tai*) daily tie up and from Hongkong, and two steamers to Canton, give easy communication with both these centres.

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LIMITED,
WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

Hongkong, 9th September, 1907.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

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LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 9th, 1907.

The typhoon signals were up, and her menfolk were not yet returned. The old woman hobbled down to the beach, and lit a small fire of sticks and josspaper. Joss sticks were stuck upright in the sand, and set a-smouldering; while she spread out a semicircular row of little bowls. From a bottle she poured a libation, partly into the sea and partly on the sand, incanting all the while. Rice was sprinkled broadcast, and a few of the commoner sort of cakes broken into fragments. There was still an elaborately ornamented cake and a slice of fat pork left, and the observer, reflecting on the comparative costliness of these things, sighed over the wastefulness of Chinese superstition. But the old woman, casting a furtive glance at some sampan women a little way off, ceased her incantation for just long enough to cram the cake into her mouth, first making a motion as if she had thrown it also to the sea. Whether to deceive the Water Joss or her neighbours, more probably the latter, it was clear that while superstitions, she was not absolutely a slave to superstition. There is a good deal said about the Chinese and their superstitions, and sometimes more than is warranted. There are superstitions that govern people thoroughly, and superstitions that touch little more than the fringe of their fancy. The educated European who, after spilling the salt, flicks a pinch over his left shoulder, will giggle and tell you that he or she does not really believe in bad luck of that kind, but they always follow the

prescribed practice for averting it, to make sure, so to speak. Then there are superstitions which the people believe to be nonsense, but because they are conventional, their scorn follows them in fear of public opinion. Unless the furtive behaviour of the old woman on the beach was misinterpreted, she feared her neighbours more than she feared the Water Joss. Lately there has been a good deal said about the comet and the amusing fuss it has created in Chinese circles. The pot has been calling the kettle black, most industriously. One commentator refers scornfully to the Peking superstition that confers upon a comet the power of creating rebellions. That, however, is not so foolish as it looks. The officials at Peking, who know from the astronomers that a comet is just as natural a phenomenon as an eclipse, may still reckon that it can cause rebellions, for the mass of the people are easily excited by any unusual and to them inexplicable event. The Emperor does not explain it to his foolish children, but magnanimously offers himself as a sacrifice, and thus, when the event passes without harm to them, strengthens his position. The comet takes the place of the miracle in convincing unbelievers. The reported "alarm" of the Imperial Court circle is probably fictitious; and published with a purpose. The circumstance does not, at any rate, call for foreign astonishment at "the state of mind which urges the Government of a vast empire to public self-abasement before a natural phenomenon, which its own astronomers are capable of predicting." We have only to remember the public prayers for rain, good harvest, or the recovery of a royalist's health, to find the same superstitious attitude toward natural phenomena in the most civilized and enlightened community in the world. While that sort of thing retains our approval, we cannot decently laugh at the Chinese. Practically, when everything is reduced to its lowest denominator, we find that we are in the same box with them, in this connection.

Sir THOMAS WADE referred to their readiness to laugh at their own superstitions, which, however, he says, they dare not disregard. Sir THOMAS WADE knew a great deal about them, but he was not a very subtle observer. That readiness to laugh is partly intellectual superiority and partly the Oriental form of politeness which has to belittle everything personal, while the thing they dare not disregard is public opinion, not the Josses. In a country where so much is thought of "losing face," where uniformity is an end rather than a means, the most intelligent and enlightened Chinaman has to think twice before he translates his contempt into action. Even in other lands, among people who claim superiority, the fear that fills many pews is not the fear of God but the fear of the respectable neighbours. That is why, in China, the small footed woman will persist for a long while, yet, long after the crippling fashion is declared illegal. Then also, in all races, it must be remembered that superstition has had a long innings. It is more easily instilled than eradicated. It has been so long with us that it persists, inherent, almost an instinct, amongst the most materially minded and scientifically trained people. It is something of which to be ashamed when present in ourselves, but something at which, in others, we have scarcely the right to laugh, unless it be that by ridicule we hope to drive it away. On the score of its historic cruelty and wastefulness, it is a thing we should lose no opportunity of attacking.

The French Mail of August the 6th was delivered in London on the 5th inst.

The open-air concerts on the Volunteer Parade Ground are to open on Saturday.

Another list of copyright works issued by the London Board of Customs is published in the current Gazette.

The Colony's total assets on June 30th amounted to \$1,526,596.44, and its total liabilities to \$207,177.34, which leaves a balance of assets amounting to \$1,319,419.10.

Receipts into the Treasury between January 1st and June 30th total \$6,904,351.28. Payments out during the same period were \$3,748,837.25, so that the balance of receipts over payments amounts to \$3,155,514.03.

Visitors to Macao were very numerous yesterday, there being two excursions—one run by the Hongkong, Canton and Macao Steamboat Company (the "Honnam") and the other by the Compagnie Française des Indes and de l'Extrême Orient (the "Paul Beau").

Captain P. W. Lyons has been appointed Captain Superintendent of Police, Superintendent of the Fire Brigade and Superintendent of the Prison, during the absence on leave of the Hon. Mr. F. J. Badesley. Captain Lyons' duties will be carried out by Mr. P. P. J. Wodehouse, who succeeds him as Deputy Superintendent of the Police and the Fire Brigade.

The work of erecting cattle depots and a slaughter house at Matankok will be put in hand shortly. In the Gazette the Government are calling for tenders, which are returnable until noon on the 19th instant.

The extract of meteorological observations made at the Hongkong observatory during the month of August shows the average maximum temperature to have been 86.7 and the minimum 73.3 degrees. A total of 14.335 inches of rain fell during the month, while in the same period we had 222.5 hours of sun shine.

The Gazette notifies that information has been received from the Military Authorities that field firing will be carried out daily from Monday, the 9th instant, until Friday, the 13th instant, inclusive, commencing at 7.30 a.m., and finishing at noon, from the south-west slope of Victoria Peak below Mountain Lodge in a westerly direction towards the east slope of High West.

The post office on the summit of Fuji is under direct control of the Yokohama Post Office. It has been opened since the 16th July. The telephone line from the top is opened on August 1st. There are souvenir post-cards on sale.

The Fuji Hotel at the same station, being built by the Yamanashi Prefecture authorities with ¥2,500 is now expected to be opened at the end of this month. At present about one hundred persons are climbing Fuji daily on the average from each approach.

Mr. Emma Osbury, who visited the Far East early in the year, and who met with a fatal accident on board a Pacific liner crossing from Japan and America, left estate valued at £35,375 gross, with net personality £34,068. She left £500 each to the English Hospital at Jerusalem and the Friends' Foreign Mission Association, and £1,000 each to Friends' charities (other than the Friends' Foreign Mission Association), the Birmingham Gospel Temperance Mission, the Moseley Hall Children's Convalescent Homes, the Burnville Almshouses, and the Moseley-road Institute (Friends' Hall).

The following memorials of re-entry have been registered by the Government—Lantau Island; Demarcation District I: Lot No. 366; Demarcation District II: Lot No. 1; Demarcation District VIII: Lot Nos. 7, 15, 19, 20, 22, 23, 24, 25, 27, 28, 29, 30, and 31; Demarcation District X: Lot No. 48; Ma Wan Island; Lot Nos. 110 and 112; Lantau Island; Demarcation District 311: Lot No. 109; Demarcation District 314: Lot No. 378; Demarcation District 352: Lot No. 334; Demarcation District 353: Lot No. 15; Kowloon East: Survey District II: Lot Nos. 496, 1625, 1825, and 1851; and Survey District III: Lot Nos. 737 and 925.

Returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong during the month ended 31st August, 1907, as certified by the managers of the respective banks, are as under:

| Banks. | Average Amount in Reserve. |
|--|----------------------------|
| Chartered Bank of India, Australia and China | 3,448,122 2,300,000 |
| Hongkong and Shanghai Banking Corporation | 15,925,055 11,000,000 |
| National Bank of China, Limited | 248,861 125,000 |
| Total | \$19,621,263 13,425,000 |

A welcome relief to the strenuous business of the Business Exhibition was occasionally afforded by touches of humour. In the "Magazine of Commerce" we read that a lady was looking at a booklet entitled: "The cultivation of Export Trade." The cover design rendered the brochure somewhat conspicuous, and the lady picked up the copy and proceeded to walk on. Are you interested in export trade, madam? the exhibitor inquired. Oh, no, not a little bit, thank you, smiled the fair visitor. I was hoping that you were madam, as that little book is entirely devoted to export trade. Indeed, I'm afraid I don't know anything at all about trade, confessed the lady blushing, but it is such a pretty cover? And, before the exhibitor could murmur thanks for this appreciation of his endeavour to touch grey commerce with a rosy hue, the lady and booklet were gone beyond recall.

Mr. Keir Hardie, M.P., left Hongkong for India on Saturday by the P. and O. steamer "Mauronia." In the morning he breakfasted with His Excellency the Governor and Lady Lugard at Mountain Lodge and afterwards came down to town. In a chair borne by the red-uniformed gubernatorial coolies he paid a number of calls. In the P. & O. office he was introduced to the Hon. Mr. Howett and as he was leaving there he met an old Parliamentarian in the person of the Attorney-General, the Hon. Mr. Rees Davies, who was in the House of Commons from 1892 to 1895, while Mr. Keir Hardie was a member from 1892 to 1895. One of the most interesting incidents of the morning was when a big coolie hat which Mr. Keir Hardie had bought in Canton was handed over to the custody of a Government House coolie who grinned and asked "how much?"

On board Mr. Keir Hardie was introduced to a number of people who were interested in meeting such a striking personality.

LAWN BOWLS.

Another of the "international" for which the Police Club has become famous was played on Saturday afternoon when the representatives of the Ross again beat the representatives of the thistle. Inspector Withers skipped the English team and Inspector McHardy directed the Scottish play.

TELEGRAMS.

[REUTER'S SERVICE.]

THE FIGHTING AT CASABLANCA.

LONDON, September 5th.
Seventeen French were wounded at the reconnaissance on the 3rd inst. It appears that the Moors reformed and attacked the retreating French in the vicinity of the camp. Mr. Clementau, interviewed, denied that General Druide had sustained a reverse.

THE ANGLO-AMERICAN ARCTIC EXPEDITION.

LONDON, September 5th.
The ship of the Anglo-American Arctic Expedition has been lost at Port Anxious, and it is feared Capt. Mikkelsen and the American Scientist Liftingwell, who have been absent from the ship for 70 days, have perished.

RUSSIA AND GREAT BRITAIN.

LONDON, September 5th.
M. Isvolsky, Russian Minister for Foreign Affairs, paid a visit to King Edward at Marlborough, and the King conferred the Grand Cross of the Victorian Order on the Minister. Afterwards, the King and the Minister were closeted together for thirty-five minutes. Reuter's Agency learns that there are still a few details of the Anglo-Russian Agreement to settle before the Sovereigns ratify it.

THE JAPANESE CRUISERS IN EUROPE.

LONDON, September 5th.
The Japanese cruisers *Tokachi* and *Chitose* are at Trieste.

CHOLERA IN RUSSIA.

LONDON, September 5th.
Cholera is increasing along the Volga. Precautions are being taken in St. Petersburg.

CHINA.

LONDON, September 5th.
Reuter's correspondent at Peking wires that an edict has been issued appointing Yuan Shi Kai, Grand Councillor and President of the Foreign Office.

THE UNITED STATES.

LONDON, September 6th.
At Bellingham, in the State of Washington, a mob of 500 yesterday night raided some mills where foreigners were working, battered down the doors of their lodgings and badly beat a number of Hindus, driving 750 of them towards the frontier of British Columbia. Racial feeling and the fact that the Hindus are replacing white labour at the mills are ascribed as the cause of the outbreak.

LATER.
The Mayor of Bellingham has sworn in special officers to protect Asians. The former positions of the Hindus have been re-offered them, and protection guaranteed, but being terrorised, they are drawing the money due to them and proceeding to Vancouver.

BETTING ON THE ST. LAGER.

LONDON, September 6th.
Even betting on Woolwinder, 4/1 against Rot Herode, 10/1 against Glas Doll, 100/8 against Larig. There is no betting on the others.

THE UNITED STATES NAVY.

LONDON, September 6th.
It is officially stated in Washington that President Roosevelt does not intend to keep the warships now going to the Pacific permanently on that station. The fleet will return to the Atlantic, when it has fulfilled its mission of demonstrating the feasibility of the safety of transferring a vast fleet from ocean to ocean.

THE HOLIDAYS AND REST.

One of the most distinguished physicians, and a Court doctor to boot, has had something to say on holiday methods to a contributor to "The Lancet." A man works for forty-nine weeks in the year in the City, and works hard, and then he spends his three weeks holiday in Switzerland, roaming about from place to place and keeping both mind and body continually at work. He prattles about the benefits accruing from change of scene, and so forth. Thousands of Englishmen do that in the belief that they are doing themselves good. It is a terrible mistake. Holiday-time in the case of such people should be made a special period for the conservation of energy, and the Swissland excursions have the very opposite effect. How, then, should such people make holiday? Lie in bed all the time! That is the best thing for them to do, and it would tend to the prolongation of their lives. Of course they won't do that; then they should keep holiday as near to that principle of perfect rest as they can. Wise advice, no doubt; but how many among the millions of holiday-makers will pay it due heed?

POLICE COURT.

Saturday, September 7th.

BEFORE MR. P. A. HAZELAND (First Police Magistrate).

STOWAWAYS TO VANCOUVER.

The case was continued in which fourteen Chinese were charged with stowing away on the Canadian Pacific steamer *Tartar*, and five Chinese members of the crew with aiding and abetting them.

Mr. H. G. C. Bailey (of Messrs. Johnson, Stokes and Master) presented on behalf of the Canadian Pacific Railway Co., Mr. E. Davidson (of Messrs. Hastings and Hastings) appeared for six of the stowaways, Mr. K. A. Harding appeared for three of the stowaways; Mr. Goldring (of Messrs. Goldring and Barlow) for one, Mr. H. K. Holmes appeared for two of the crew, and Mr. O. D. Thomson for one, the head fireman.

His Worship referring to the point raised by Mr. Thomson that the Ordinance did not apply to the stowaways discovered after the *Tartar* had arrived in Hongkong, said the words "with intent to defraud" were inserted in the Ordinance with the same intention that the words "with intent to defraud" were expected to carry in criminal enactments. There was no ambiguity in his mind.

His Worship having reserved his decision, the case against the men charged with aiding and abetting was proceeded with.

One of the five pleaded guilty and testified to feeding the stowaways.

Mr. Bailey—If there were no aiders and abettors there would be no stowaways, and I would ask your Worship to inflict the highest possible penalty on these men.

Tam, a pug, pantryman of the *Tartar*, said one of his friends came on board at Yokohama to borrow money. Tam went to get the cash and told his friend to wait in the storeroom. When he came back with the cash the gangway was up and his friend could not get ashore and went to Vancouver with him.

Mr. Thomson on behalf of Chan Yau, head fireman, contended that the evidence against him was not sufficient to convict.

Mr. Holmes argued that the European evidence did not connect Tang Man, boatwain with the stowing away. The only evidence against him was that of the stowaways themselves and that evidence was not at all satisfactory. The evidence against Hi Se, carpenter, was also conflicting.

The further consideration of the case was remanded until Wednesday.

REVIEW.

Ruth, a poem, by R. M. Hongkong: Kelly and Walsh, Ltd.

This is a rymed story of a maid and her undetected murder. It is not, as the title indicates, a poem, though it is modelled on Scott's favourite measure, the iambic tetrameter. Often the rhymes are false, not licensed ones like "prove and love," but impossibilities like "retain and named," and "shore and ricksha." Then it is not usual to expect the reader to make lines seen by extraordinary attentions. Here is a specimen couplet:

"Soon objects loom clear to the eye,
As harbour break-water we nigh."

"This, it is clear, has to be read in this way, the italicised syllables being accented—"

"So not objects loom clear to the eye,
As har-bour break-wa-ter we nigh."

This is outrageous. Sometimes faulty construction may be redeemed by rare imagery or lofty sentiment, but R. M. gets nowhere near either.

"No joy more sweet mote ever prove
As in such form to waken love."

follows the usual catalogue of physical charms, and the sparkling six evokes in comparison "some huge cask of wine set free." There was no excuse for wanting to print and bind such poor stuff, and the sooner R. M.'s bubble is pricked, the better it will be for him or her. To him or her the words of R. M. apply:

"There are, I vot, who's words of speech
Can higher sentiments ne'er reach."

For when they would sublime appear,
As pitiful sound to the ear."

RAILWAYS IN SIBERIA.

RUSSIA MARKS OUT A SECOND FRONTIER.
The preliminary surveys for the Amur Railway have now been completed. Three alternative routes have been considered, but there are overwhelming advantages in favour of the one running along the right bank of the Volga, a tributary of the Amur, which it joins at Blagoveshensk. The ordinary post road runs along the left or north bank of the Amur, and the 2nd runs parallel to the Amur for about 200 miles, at a distance from it of 100 miles, away to the north. The choice of this route provides Russia with what is practically a second frontier. The Amur River is already covered with Chinese boats flying the Chinese flag, so that it can no longer be considered a purely Russian possession, as originally claimed by Russia.

By carrying the line of cross country railway a hundred miles back from the Amur, the chances of successful attack upon it in case of war are removed. At the same time, the line will open up the richest grain growing land east of Lake Baikal. The land along the Volga valley already supplies the Amur region with a large part of its corn, and a railway through it will, it is estimated, open up a grain growing district about the size of England, between the Zay and Selenia rivers.

LATEST STEAMER MOVEMENTS.

The H.A.L. *Belgavia* left Singapore on 5th inst. at 4 p.m. and may be expected here on 11th inst. p.m.

The str. *Lausling* left Calcutta for this port via the Straits on 6th inst., and may be expected here on or about 21st instant.

The str. *Kumera* sailed from Victoria B.C. on the 6th inst., for Japan and China Ports.

The C.R.T. str. *Empress of Japan* left Yokohama at p.m. on Friday, the 6th inst., for Victoria and Vancouver.

THE HONGKONG HOTEL COMPANY, LIMITED.

The report of the board of directors to be presented at the ordinary meeting of shareholders, to be held at the Company's hotel, at 12.30 p.m., on Saturday September 14th, reads:—

To the shareholders of the Hongkong Hotel Company, Limited.

Gentlemen,—In accordance with section 56 of the Articles of Association, the directors now beg to submit their report for the half-year ended 30th June, 1907.

ACCOUNTS.

The profit on working account amounted to \$73,082.23 as compared with \$70,552.56 for the corresponding period of 1906, being a decrease of \$2,529.67.

The profit and loss account, including the sum of \$371.53 brought forward from 31st December, 1906, shows a credit balance of \$73,894.51 which the Directors recommend should be apportioned as follows:—
To pay a dividend of 8 per cent. for the half-year \$48,000.00
To transfer to repairs and renewals account 10,000.00
To write off furniture and fixtures 4,953.62
To carry forward to new account 10,925.89
\$73,894.51

DIRECTORS.

Mr. W. H. Potts has been granted leave of absence, and Mr. F. Maitland joined the Board at the invitation of the Directors. Mr. W. H. Potts retires by rotation, but offers himself for re-election.

AUDIT.

The accounts have been audited by Messrs. A. R. Lowe, C.A., and R. Paterson, C.A., the latter acting for Mr. Jeffries. Messrs. H. U. Jeffries and A. R. Lowe, offer themselves for re-election.

EDWARD OSBOENE, Chairman.

PROFIT AND LOSS ACCOUNT.

For the six months ending 30th June, 1907.

| | | | |
|--|-----------|-------------|----|
| Dr: | | \$ | c. |
| To had debts and refunds | 57,005 | | |
| To Crown rent | 505.03 | | |
| To fire insurance | 3,727.40 | | |
| To fire insurance | 3,727.40 | | |
| To furniture and fixtures | 4,953.62 | | |
| To loss returned on debentures held by the company | 2,444.50 | | |
| To interest account | 1,342.25 | | |
| To directors' and auditors' fees | 3,200.00 | | |
| To repairs and renewals account, balance as per statement at | 3,200.00 | | |
| To balance to be appropriated as follows:— | | | |
| To pay a dividend of 8 per cent. = \$48,000.00 | | | |
| To transfer to repairs and renewals account | 10,000.00 | | |
| To write off furniture and fixtures | 4,953.62 | | |
| To carry forward to new account | 10,925.89 | | |
| | | \$73,894.51 | |
| | | \$73,894.51 | |

BALANCE SHEET 30th June, 1907.

By balance from 31st Dec., 1906 \$67,371.53

Less dividend at 10 per cent. = \$48,000.00

Less transferred to repairs and renewals account

By re-sale of shops and offices, old building

By re-sale of shops and offices, new building

By re-sale of hotel furniture

By dividends on shares in public companies

By scrip and transfer fees

By bad debts recovered

By profit on hotel working account for six months ending 30th June, 1907

REPAIRS AND RENEWALS ACCOUNT.

For the six months ending 30th June, 1907.

To payments on account of repairs and renewals during the half-year ending 30th June, 1907

By balance from last account

By amount transferred from profit and loss account as recommended in last report

By transfer to profit and loss account

BALANCE SHEET 30th June, 1907.

Capital

12,000 shares at \$5 each (fully paid up)

1,000 mortgage debentures

Less 10 per cent. = 500,000.00

Less 10 per cent. = 500,000.00

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Advertisements and Subscriptions which are not ordered for a fixed period will be continued until terminated.

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NEW ADVERTISEMENTS

WANTED.

OFFICE ASSISTANT.—European with Good Knowledge of Bookkeeping. Apply by letter only.

MANAGER.
"Daily Press" Office.
Hongkong, 9th September, 1907. 1478

SUN LIFE ASSURANCE COMPANY OF CANADA.

MR. W. F. CARY, or CONKLIN, has no connection whatever with this Company, in any capacity.

POWELL GRANT,
District Manager,
Canton, 25th August, 1907. 1477

DOUGLAS STEAMSHIP CO., LIMITED.

THE ORDINARY GENERAL MEETING of Shareholders in the above Company will be held at the Company's Office, on SATURDAY, the 23rd of September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 28th September, both days inclusive.

DOUGLAS, LAPRAIK & CO.,
General Managers.
Hongkong, 9th September, 1907. 1478

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DOUGLAS STEAMSHIP CO., LIMITED.

PUBLIC COMPANIES

HONGKONG COTTON SPINNING, WEAVING & DYING CO., LTD.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING of Shareholders of the above Company will be held at the Office of the General Managers, on SATURDAY, 14th September, at 12.30 P.M., for the purpose of receiving the Report of the Managing Committee and Statement of Accounts to 31st July, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 14th September, both days inclusive.

JARDINE, MATHESON & CO., LTD.,
General Managers.

Hongkong, 2nd September, 1907. 1438

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AUCTIONS

PUBLIC AUCTION.

The Underigned have received instructions to sell by Public Auction.

On THURSDAY,

the 12th September, 1907, at 11 A.M., at the

Naval Yard.

THE FOLLOWING:

Single Screw Steam Tug.

"SOLANT."

Length over all 100 feet.

Breadth 17½ feet.

Load Displacement 150 tons.

Build by Cox & Co., Falmouth, 1885.

Propelling Machinery—one set of surface condensing compound engines.

Fitted with steam capstan and winch, crane derrick and steam training engines.

3 bladed gun-metal propeller, &c., &c.

This vessel to be sold as she now lies in the Naval Yard.

The Admiralty will not be responsible for any errors in the foregoing description.

The vessel will be open to inspection for seven days before date of sale between 9 a.m. and noon (Saturday and Sunday excepted).

Inspecting orders can be obtained from the Auctioneers.

TERMS.—Cash before delivery; 25 per cent. of the purchase money to be paid on the fall of the hammer, balance and the clearance to be effected within 4 days after date of sale.

HUGHES & HUGHES,
Government Auctioneers.
Hongkong, 24th August, 1907. 1397

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INTIMATIONS

S. MOUTRIE & CO. LTD.
ESTABLISHED 1875.

BABY GRANDS

BY
BACHELS, PLEVEL,

KEMMLER AND ROSENKRANZ.
PRICES FROM \$750.

FOR LIGHTNESS OF TOUCH, QUALITY OF TONE, AND DURABILITY, THESE PIANOS ARE UNRIVALLED.

A GUARANTEE FOR A TEST PERIOD OF TWO YEARS GIVEN WITH EACH INSTRUMENT. INSPECTION INVITED.

SOLE AGENTS:

S. MOUTRIE & CO. LTD.
York Building, Chater Road.
Hongkong, 30th July, 1906. [38-2]



MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."
A.I., A.B.C., and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK No. 3.
Extreme Length... 722 feet
Length on Blocks... 714
Width of Entrance on Top... 964
Width of Entrance on Bottom... 884
Water on Blocks at Spring Tide... 34
DOCK No. 1.
Extreme Length... 523 feet
Length on Blocks... 513
Width of Entrance on Top... 88
Width of Entrance on Bottom... 77
Water on Blocks at Spring Tide... 64
DOCK No. 2.
Extreme Length... 371 feet
Length on Blocks... 364
Width of Entrance on Top... 86
Width of Entrance on Bottom... 53
Water on Blocks at Spring Tide... 32

PATENT SLIP.
Suitable for vessels up to 1,000.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.
The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for Short Notice. 799

CLEANSE YOUR BLOOD WITH GRIMAU & CO'S SARSAPARILLA



THORNE'S OLD VAT



SCOTCH WHISKY.
SOLE AGENTS IN
HONG KONG, CHINA & MANILLA
A. S. WATSON & CO. LTD.
1297

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX LA CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO. Agents.
Hon kong, 21st April, 1897. 114

NORTH-BRITISH AND MERCANTILE FIRE INSURANCE COMPANY.
TOTAL FUNDS AT 31st DECEMBER, 1905 £17,837,118.

I. AUTHORIZED CAPITAL... £3,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL... 887,500 0 0
II. FUND FUNDS... 3,886,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO. Agents.
Hongkong, 27th April, 1907. 1491

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co.
Hongkong, 13th August 1906. 29

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'S fortnightly service between CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to

DODWELL & CO. LIMITED
General Agents for China and Japan
Hongkong, 4th August, 1898. 8

FOR EUROPE & AMERICA, INDIA, AUSTRALIA, &c., and for

PRIVATE RESIDENTS OF THE OUTPOSTS.
A Comprehensive and Complete Record of the

NEWS OF THE FAR EAST is given in the

HONGKONG WEEKLY PRESS.

with which is incorporated
THE CHINA OVERLAND TRADE REPORT.
Subscription, paid in advance, \$12 per annum.
Postage \$2 to any part of the World.

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Mr. J. H. Andrews Mr. W. B. Knight
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Capt. F. Kotof

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Miss J. Hamilton Hon. Mrs. M. Ward

SCIENTIFIC MISCELLANY.

THE SCIENTIFIC SUN-DIAL—A CURIOUS ACCIDENT—HARDENED COPPER—SAVE THE TEETH—THIN SKULLS FROM WIGS—A RECORDING CAMERA—AN ANCIENT ODOMETER—THE OLDEST ART MUSEUM—BUILDINGS FROM WASTE.

In modern use, the sundial is chiefly an ornament, as the ordinary instrument requires troublesome calculations to show anything like true time, and it can be consulted only during hours of sunshine. The photo-heliometer shown at the late sale of the London Royal Society is an improved sundial giving direct time readings with sufficient precision for regulating common clocks and watches. It consists essentially of a ball-and-socket stand for adjustments in latitude and level, an hour circle which can slide round to follow the apparent motion of the sun, and a year circle on which are engraved the months. Greenwich mean time is indicated when the hour circle is moved so that the spot of light coming through an upper screen falls on the central line. The year circle is turned to indicate the current day and month, and a cam or curved plate on its under side automatically applies the necessary corrections.

Practical joking with even mild shocks of electricity is not to be commended. Some workmen in a Sheffield machine shop recently connected a live wire to a metal doorknob, and requested that certain chosen fellow workmen open the door. One man was killed instantly. The current was not powerful, but the post-mortem showed that the victim had a rare and unsuspected disease known as lymphatim, which made him liable to sudden death from a slight shock of any kind.

Copper is stated to be so hardened as to take a cutting edge by adding to it, while in a molten state, about two per cent of potassium ferrocyanide. The color is not affected. The reason for the change is not clear, but it is supposed to result from the introduction of iron and possibly carbon.

The teeth of a nation are a much neglected asset, and the British Dental Association has been considering means for improvement as a national affair. Investigations have indicated that not more than three per cent of all children of school age have sound teeth. How great is the influence of this in retarding development, and producing weak and improperly nourished bodies cannot easily be estimated, but it is doubtless true that much dyspepsia and illness have resulted from poor teeth. In the South African war the inability of the soldiers to masticate ordinary food caused enormous waste of supplies, while defective teeth explain the rejection of a very large part of army recruits. To bring about a reform it seems necessary to make attention to the teeth of school pupils a public matter, and a conservative estimate is that Great Britain's outlay for this purpose should be at least \$6,000,000 a year.

The curious thinness of some skulls of Egyptian mummies of the fourth to the nineteenth dynasties has been studied by Dr. G. Elliot Smith, professor of anatomy at Cairo, and he suggests that the cause may have been the wearing of heavy wigs. It occurs in both male and female skulls. It is found only in mummies of wealthy people, and the upper classes of the period to which the phenomenon belongs are known to have followed the fashion of wearing enormous wigs. Intermittent pressure, such as that of the water-jars carried by modern falasha women, does not seem to affect the blood supply sufficiently to cause the bone atrophy.

The special camera of Dr. J. R. Milne is designed to record automatically the readings of the scale of any instrument. On using any apparatus having a scale and Vernier, the observer registers a reading by simply pressing a bulb, which causes the camera to make a photograph on a small section of its sensitive plate, which is then moved along automatically and can be made to receive seventy records a minute.

A distance meter for vehicles or ships was used by the Romans in the time of Caesar, and a late German writer notes that Vitruvius, in a curious chapter on architecture, referred to it as an ancient device. It was necessary that the chariot wheel should have a circumference of 121 feet, or 1/100 of a Roman mile (5000 feet). A second wheel geared to this one was driven at the same rate, showing an advance of 121 feet for each revolution, and at each turn of this second wheel a projecting pin advanced another wheel one tooth or cog. As this upper wheel had 400 teeth, a completed revolution measured a mile travelled. A number of holes on this wheel each held a stone, and at each turn one stone was dropped into a brass vessel, the sound-giving warning of the completion of a mile while the stones collected in the vessel at the end of the day's journey showed the miles traversed.

In the most recently discovered of the prehistoric cave art museums, that in the French Pyrenees of Arize, the mural drawings are in the darkness of the heart of the mountain, 870 feet from the entrance. The two travellers who made the accidental discovery at once sent a plan of the cave to M. Cartailhac and M. Salomon Reinach, the French authorities on such matters. The designs include thirty lions, with horses, stags and wild geese, all drawn in black, but seven of the lions bear arrows of red as well as black. This is thought to be the most ancient of the art caves of the early stone age, the figures probably playing some part in ancient mysticism or magic.

The cinders from the waste burned in English municipal destroying plants are made into building material by crushing, mixing with cement, and molding into great wall slabs.

These have door and window openings and even an interior iron framework for holding them in place, and some weigh as much as eleven tons. The frames are bolted together, the joints being closed with cement.

SHARE REPORT.

Messrs. Erich Georg & Co. say in their weekly share report, dated September 7th, 1907:—Our market has ruled very quiet and but little has been done. The sterling demand rate of exchange on London closes at 2s. 2½d., while rates on Shanghai are 7s. 7½d. for a Bank T/T, and 7s. 7½d. for a three-days sight. Private Draft, Barter in London is quoted at 31-3/4, and Consols £31-15/16.

BANK SHARES.—Hongkong and Shanghai Bank Shares have not been dealt in during the week, and the rates remain at 80½ for old or new, and 80½ for new issue. The London rates are 478 and 461 respectively. Nationals are unchanged.

MARINE INSURANCE SHARES.—Unions chartered hands at \$770 and \$780, and a few could be placed at the lower figure. North China have been done at 7s. 7½ and 7s. 7½, closing with sellers at the higher rate. Other stocks under this heading unchanged and without sales.

FIRE INSURANCE SHARES.—Hongkong remain on offer at 81½. A few Chinas sold at 87, but more are obtainable.

SHIPPING SHARES.—Hongkong, Canton and Macao Steamships are for sale at 32½, while India China appear to be in some little demand at 87 (83 for pref. and 82 for def. shares); the London rates are unchanged. China and Manilla, as well as Douglas, are unchanged. Old Star Ferries found buyers at the reduced rate of \$20; the new issue is offering at \$12. Shells, in sympathy with a rise in the London rate to 45s. 9½, are wanted at 41s. 6½. Union Waterboats fetched \$11.85, and have sellers at \$12.

REFINERIES.—Small lots of China Sugars sold at rate ranging between \$95 and \$93, and close with sellers at \$93. Lulus are unchanged.

MIXING SHARES.—Charbonnages are unchanged in value. Rubs sold at rates ranging between \$6 and \$7, and have buyers at \$7½. Chinese Engineering and Mining Company's shares have sellers at 7s. 15½.

DOCKS, WHARVES, GODOWNS, &c.—Hongkong and Whampoa Dock Company's shares have advanced to buyers at \$10½, but sellers demand higher rates. Foxwicks, as well as New Amoy Docks, are unchanged. Shanghai Docks are quoted at 7s. 7½ in the north. Hongkong & Kowloon Wharf and Godown Company's shares changed hands at \$6½ to \$6½, closing with further sellers at the latter figure; Shanghai and Hongkong Wharves have improved to 7s. 22½.

LANDS, HOTELS AND BUILDINGS.—A few Humphreys' Estates sold at \$10½, and more are wanted. In other stocks under this heading there is no change to report.

COTTON MILLS.—Shanghai quotations are: Buss Tis. 65, Internationals Tis. 52, Lee Kung Tis. 49, and Szechuan Tis. 30½. Hongkong Cottons are very weak at \$11.

SILK REELING MANUFACTURING COMPANIES.—China Light and Powers found purchasers and appear to be in further request at \$6. Green Island Cement sold at rates ranging between \$10½ and \$11½, closing firm at \$11. Less have sellers at \$240. Rops have advanced to buyers at \$25. Other stocks under this heading are unchanged.

MISCELLANEOUS.—China-Borneo sold at \$9½. China Providents have been done at \$3.9½ and \$4, closing quiet at \$3.9½. New Tramways have improved to buyers at \$16½, and the old shares to \$12 buyers. Langkat are up to 7s. 32½. South China Mining Posts are for sale at \$22. Watsons sold at \$11½ and \$11½, closing at \$11. Other stocks under this heading are unchanged.

W. WHITELEY LTD.
Universal Providers.
WESTBOURNE GROVE, LONDON, W.
THE BIGGEST STORE IN THE WORLD.
HIGH QUALITY. MODERATE PRICES. PROMPT ATTENTION.
General Illustrated Catalogue (1120 pages), or any Departmental List sent free to holders of Agency.

WANTED.

A T. office Skipper for Steam Launch plying in the Canton Rivers.
MERCANTILE.
Daily Press Office.
Hongkong, 6th September, 1907. 1425

NEW CARTRIDGES.

BY Popular English Manufacturers. In all Bore and Sizes.
SMOKELESS POWDER and CHILLED SHOT. From No. 10 to 55SG. at \$6. 87 and \$7.50 per 100. **SPORTING REQUISITES** and AIR GUNS in Variety.
Inspection Invited.
WM. SCHMIDT & CO.
Hongkong, 28th October, 1906. 1771

DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

DINNEFORD'S MAGNESIA

MAGNESIA

The Physician's Cure for Gout, Rheumatic Gout and Gravel.

Safest and most Effective Aperient for Regular Use.

WATSON'S No. 10 DUNDEE WHISKY
Hong Kong Agents for
Watson's Dundee Whisky (No. 10)—
WATKINS, LTD., Apothecaries Hall, Hong Kong.

It's the Quality that tells.
van Houten's
IS THE
FINEST COCOA IN THE WORLD.

JAPANESE BEER.
"YEBISU" "SAPPORO" "ASAHI"
AND A NEW BRAND OF SPECIAL-LIGHT BEER
"PEACE"
IDEAL AND WHOLESOME.
Each Brand has obtained the highest AWARD at International Exhibitions.
The largest demand in the whole of Japan. Quality speaks for itself.
PRICE EXCEEDINGLY MODERATE.
THE MITSUI BUSSAN KAISHA, SOLE AGENTS.
Hongkong, 12th August, 1907.

A LIGHT NOURISHMENT FOR GENERAL USE.
'Allenburys' DIET
This DIET is recommended in place of ordinary milk foods, gruel, etc. Whilst acceptable to all as a light nourishment it is particularly adapted to the needs of Dyspeptics, Invalids and the Aged.
The "Allenburys" DIET is readily digested by those who cannot take cow's milk, and is particularly serviceable in convalescence.
The "Allenburys" DIET is made in a minute by the addition of boiling water only.
The "Allenburys" DIET is for Adults and is quite distinct from the "Allenburys" Foods for Infants.
ALLEN & HANBURYS Ltd., 37, Lombard Street, LONDON.

SHIPPING.

ARRIVALS.

AKI MARU, Japanese str., 3,995, M. Yagi, 8th Sept.—Shanghai 5th Sept. General—Nippon Yusen Kaisha.

CHUHO, German str., 1,021, Heyweg, 7th Sept.—Bangkok 31st Aug. Rice and Wood—Butterfield & Swire.

HAICHING, British str., 1,267, A. E. Hodgins, 8th Sept.—Fochow 5th, Amoy 6th and Swatow 7th Sept. General—Douglas, Lapraik & Co.

HELVETIA, German str., 771, J. Jessen, 7th Sept.—Hohow 6th Sept. General—Jensen & Co.

HONGKONG, French str., 730, E. Correll, 7th Sept.—Haiphong and Hohow 6th Sept. General—A. R. Marty.

HONGKONG, British str., 1,204, Mathias, 25th Sept.—Haiphong, Pakhoi and Hohow 5th Sept. General—Butterfield & Swire.

KOWLOON, German str., 1,487, A. Enigk, 7th Sept.—Nagasaki 5th Sept. General—Hamburg-Amerika Linie.

KWANTAU, Chinese str., 1,536, Wm. H. Lunt, 7th Sept.—Shanghai 1th Sept. General—Chinese.

NINGPO, British str., 5,337, Allen, 8th Sept.—America via Japan and Tacoma 7th Aug. General—Butterfield & Swire.

TAMING, British str., 1,350, A. W. Under, 8th Sept.—Manila 5th Sept. General—Butterfield & Swire.

VORWAERTS, German str., 613, Ch. Under, 7th Sept.—Pakhoi & Hohow 6th Sept. General—Jensen & Co.

YOSHIO MARU, Japanese str., 2,992, B. Kou, 7th Sept.—Moji 2nd Sept. General—Nippon Yusen Kaisha.

DEPARTURES

7th September.

CHINA, American str., for San Francisco.

GEORGE ARCAR, British str., for Shanghai.

DIEDERICHSEN, German str., for K. C. Wan.

LAWHILL, British str., for Europe, for Canton.

PERA, British str., for Yokohama.

PHILIPPA, German str., for Swatow.

PROTEUS, Norwegian str., for Bangkok.

SABER, German str., for Swatow.

TAMING, Chinese str., for Shanghai.

TAMBA MARU, Japanese str., for Shanghai.

TAIYAN, British str., for Keelung & Seattle.

TAIYAN, British str., for Manila.

YOHOW, British str., for Shanghai.

ZALHO, British str., for Manila.

8th September.

ANGLO, German str., for Hohow.

CHUHO, British str., for Tientsin.

CHOYSEN, British str., for Swatow.

FUKU MARU, Japanese str., for Moji.

HONGKONG, Japanese str., for Swatow.

JOHN MARU, Japanese str., for Swatow.

KALD, Norwegian str., for Swatow.

OLAND, Norwegian str., for Swatow.

PHETEN, French str., for Hongkong.

SATSUMA, British str., for New York.

SOSHU MARU, Japanese str., for Swatow.

TAICHAN MARU, Japanese str., for Keelung.

TAICHAN, British str., for Hongkong.

TELEMACHUS, British str., for Saigon.

YOSHIO MARU, Japanese str., for Swatow.

SHIPPING REPORTS.

The German str. *Kowloon* reports: Very fine weather and N. E. winds and moderate sea.

The Chinese str. *Avon* reports: Strong N. E. winds, cloudy weather and high following sea to Cape Island, thence moderate winds and fine weather.

The British str. *Taming* reports: Moderate S. W. and W. winds and moderate sea, cloudy with heavy rain to fresh N. E. breeze and moderate sea, fine clear weather.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA

THE Steamship

"JAPAN,"

Captain J. G. Oliffent will be despatched for the above Ports TO-MORROW, the 10th inst., at 1 p.m.

For Freight or Passage, apply to

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 7th September, 1907. 1313

NAVIGAZIONE GENERALE

ITALIANA.

(Florio and Rubattino-United Company)

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Aden, Suez, Port Said, Messina, Naples, Livorno and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao. (Taking Cargo at through rates to Persian Gulf and Bagdad, also Barcelona, Valencia, Alicante, Almeria and Malaga.)

THE Steamship

"ISCHIA,"

Captain Dini will be despatched as above on WEDNESDAY, the 11th Sept., at NOON.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 5th August, 1907. 4

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

Taking Cargo at through rates to the Brazils, Red Sea, Black Sea, Levant, Venice and Adriatic Ports.

THE Company's Steamship

"VORWAERTS,"

Captain B. Bidnerz will be despatched as above on FRIDAY, the 20th September.

This Steamer has splendid accommodation for passengers, electric light, and carries a doctor and stewardess.

For information as to Passage and Freight apply to

SANDER, WIEBER & Co., Agents.

Princes Buildings.

Hongkong, 31st August, 1907. 3

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

| DESTINATION | VESSEL'S NAMES | FLAG & REG. | BERTH | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|---|------------------|-------------|-------|--------------------|-------------------------------|--------------------------|
| LONDON & ANTWERP VIA SINGAPORE, &c. | CEYLON | Brit. str. | — | G. W. Bahr | P. & O. S. N. Co. | About 11th inst. |
| LONDON &c. via SUEZ, PORTS OF CALL. | MAITA | Brit. str. | — | C. A. Peters | P. & O. S. N. Co. | On 21st inst., at Noon. |
| MARSEILLES &c. via PORTS OF CALL. | TOURANE | Frans. str. | — | Laucelin | MESSAGERIES MARITIMES | On 17th inst., at 1 p.m. |
| MARSEILLES, HAVRE & COPENHAGEN | TRANQUERAR | Dan. str. | — | — | MELCHERS & Co. | On 17th inst. |
| HAVRE, BREMEN & HAMBURG VIA STRAITS, &c. | EVANONIA | Ger. str. | k.w. | Wimborne | HAMBURG-AMERIKA LINIE | On 22nd inst. |
| HAVRE & HAMBURG VIA STRAITS, &c. | BELOVANIA | Ger. str. | k.w. | Hildebrandt | HAMBURG-AMERIKA LINIE | On 19th October. |
| NAPLES, PLYMOUTH, HAVRE & HAMBURG | RHENANIA | Ger. str. | k.w. | — | MELCHERS & Co. | On 2nd October. |
| NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON &c. | P. E. FRIEDRICH | Ger. str. | — | E. Malchow | MELCHERS & Co. | On 11th inst., at Noon. |
| NAPLES, PLYMOUTH, HAVRE & HAMBURG | HOHENSTAUFEN | Ger. str. | k.w. | Jager | HAMBURG-AMERIKA LINIE | On 20th October. |
| TRIESTE &c. via SINGAPORE, &c. | VORWAERTS | Aus. str. | — | B. Bednarz | SANDER, WIEBER & Co. | About 20th inst. |
| BOSTON & NEW YORK | KOSTROMA | Rus. str. | — | — | MELCHERS & Co. | Middle of October. |
| VANCOUVER VIA SHANGHAI JAPAN, &c. | CHAZER | Brit. str. | — | — | DODWELL & Co., Ltd. | On 14th inst. |
| VANCOUVER VIA SHANGHAI JAPAN, &c. | TAIYAN | Brit. str. | 2 m. | — | CANADIAN PACIFIC R. Co. | On 11th inst., at Noon. |
| VICTORIA (B.C.) & TACOMA VIA JAPAN | EMPEROR OF CHINA | Am. str. | 1 m. | — | CANADIAN PACIFIC R. Co. | On 26th inst., at 4 p.m. |
| CALLAO AND IQUIQUE VIA JAPAN PORTS, &c. | TREMONT | Am. str. | — | T. W. Garlick | DODWELL & Co., Ltd. | On 12th inst. |
| SALINA CRUZ, MEXICO VIA MOJI JAPAN | KASATO-MARE | Jap. str. | — | — | TOYO KISEN KAISHA | Middle of October. |
| AUSTRALIAN PORTS VIA MANILA | MARIE | Ger. str. | — | G. C. Christensen | CHINA COMMERCIAL S.S. Co. | On 28th inst., at 5 p.m. |
| AUSTRALIAN PORTS VIA MANILA | ERINZ SIGISMUND | Ger. str. | — | D. Leuz | MELCHERS & Co. | On 12th inst., at Noon. |
| AUSTRALIAN PORTS VIA MANILA | CHUNGSHI | Brit. str. | 1 m. | G. W. Eidy | BUTTERFIELD & SWIRE | On 27th inst., at 4 p.m. |
| VLADIVOSTOK VIA TIMOR, PORT DARWIN &c. | ADENHAI | Brit. str. | — | St. John George | GIBB, LIVINGSTON & Co. | About 10th inst. |
| YOKOHAMA AND KOBE | VINE BRANCH | Brit. str. | — | — | DODWELL & Co., Ltd. | To-morrow, at 4 p.m. |
| YOKOHAMA AND KOBE | CHINGTU | Brit. str. | 1 m. | W. B. Brown | BUTTERFIELD & SWIRE | About 18th October. |
| YOKOHAMA AND KOBE | INDIAN | Dan. str. | — | — | MELCHERS & Co. | To-morrow, at Daylight. |
| YOKOHAMA AND KOBE | FRANZ WALDEMAR | Ger. str. | — | W. von Senden | MELCHERS & Co. | Quick despatch. |
| YOKOHAMA AND KOBE | WINGANG | Ger. str. | — | H. Koops | JARDINE, MATHESON & Co., Ltd. | To-day. |
| YOKOHAMA AND KOBE | TAIKINI | Dan. str. | — | — | BUTTERFIELD & SWIRE | On 19th inst., at 4 p.m. |
| YOKOHAMA AND KOBE | KOWLOON | Ger. str. | k.w. | — | BUTTERFIELD & SWIRE | On 21st inst., at 4 p.m. |
| YOKOHAMA AND KOBE | KWANGYANG | Ger. str. | 1 m. | G. Hooker | JARDINE, MATHESON & Co., Ltd. | About 18th inst. |
| YOKOHAMA AND KOBE | WEICHOW | Brit. str. | — | M. Courtney | MELCHERS & Co. | On 14th inst., at 4 p.m. |
| YOKOHAMA AND KOBE | YATSHING | Ger. str. | — | G. W. Eidy | P. & O. S. N. Co. | On 14th inst., at 4 p.m. |
| YOKOHAMA AND KOBE | GORSEN | Brit. str. | — | G. W. Gordon | HAMBURG-AMERIKA LINIE | About 20th inst. |
| YOKOHAMA AND KOBE | BORENO | Brit. str. | — | Solmer | JARDINE, MATHESON & Co., Ltd. | On 26th inst. |
| YOKOHAMA AND KOBE | SUEVIA | Ger. str. | k.w. | Bradley | MELCHERS & Co. | Middle of October. |
| YOKOHAMA AND KOBE | KUTANG | Brit. str. | — | W. Haywood, R.N.R. | BUTTERFIELD & SWIRE | On 14th inst., at 4 p.m. |
| YOKOHAMA AND KOBE | BRIGAVIA | Ger. str. | k.w. | Girstenbrun | HAMBURG-AMERIKA LINIE | About 10th inst. |
| YOKOHAMA AND KOBE | KANON | Brit. str. | — | — | MELCHERS & Co. | On 14th inst., at 4 p.m. |
| YOKOHAMA AND KOBE | HAICHING | Brit. str. | — | H. A. Wavell | BUTTERFIELD & SWIRE | On 14th inst., at 4 p.m. |
| YOKOHAMA AND KOBE | KUANG | Brit. str. | — | L. D. Northcombe | BUTTERFIELD & SWIRE | On 17th inst., at 4 p.m. |
| YOKOHAMA AND KOBE | SHAORING | Brit. str. | — | A. W. Outebridge | BUTTERFIELD & SWIRE | To-morrow, at Daylight. |
| YOKOHAMA AND KOBE | HUPH | Brit. str. | — | E. Wheeler | BUTTERFIELD & SWIRE | To-morrow, at 4 p.m. |
| YOKOHAMA AND KOBE | TAMING | Brit. str. | — | R. Almond | SHEWAN, TOMES & Co., Ltd. | On 13th inst., at 1 p.m. |
| YOKOHAMA AND KOBE | LOONGSANG | Brit. str. | — | A. Fraser | SHEWAN, TOMES & Co. | On 14th inst. |
| YOKOHAMA AND KOBE | RUBI | Brit. str. | — | — | BUTTERFIELD & SWIRE | On 14th inst., at 4 p.m. |
| YOKOHAMA AND KOBE | ZAFIRO | Brit. str. | — | — | MELCHERS & Co. | On 14th inst., at 4 p.m. |
| YOKOHAMA AND KOBE | SUNGIANG | Brit. str. | — | — | CARLOWITZ & Co. | On 11th inst., at Noon. |
| YOKOHAMA AND KOBE | BORENO | Ger. str. | k.w. | J. G. Oliffent | DAVID SASSOON & Co., Ltd. | To-morrow, at 1 p.m. |
| YOKOHAMA AND KOBE | ISCHIA | Ital. str. | — | N. Kobayashi | OSAKA SHOSHEN KAISHA | On 13th inst., at Noon. |
| YOKOHAMA AND KOBE | JAPAN | Brit. str. | — | Pander | JAVA-CHINA JAPAN LUN | Quick despatch. |
| YOKOHAMA AND KOBE | YERIMO MARU | Jap. str. | — | — | — | — |
| YOKOHAMA AND KOBE | TUPANAS | Dut. str. | — | — | — | — |

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LTD., GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

| DESTINATION | STEAMERS | DATE OF SAILING. |
|----------------------------------|--------------|--------------------|
| MARSEILLES, HAVRE and COPENHAGEN | "TRANQUERAR" | On 17th September. |
| YOKOHAMA and KOBE | "INLIEN" | On 24th September. |
| SHANGHAI, YOKOHAMA and KOBE | "CANTON" | Middle of October. |

For Further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 9th September, 1907. 9

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR

MOJI ... "WINGANG" ... Tuesday, 10th Sept., D'light

SHANGHAI ... "YATSHING" ... Tuesday, 10th Sept., 4 p.m.

MANILA ... "LOONGSANG" ... Friday, 13th Sept., 4 p.m.

SHANGHAI, YOKOHAMA, KOBE & MOJI ... "KUTANG" ... Thursday, 19th Sept., 4 p.m.

REDUCED FARES TO STRAITS AND CALCUTTA

Hongkong to Singapore 1st Class, Single \$ 65. Return \$100

Penang " 85. " 130

Calcutta " 135. " 250

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo Through Bills of Lading to Chiofo, Tientsin, Newchwang and Yangtze Ports

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.

Hongkong, 9th September, 1907. 18

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon staterooms. Electric Light. Perfect Cuisine. SURGEON-AND-STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| STEAMSHIP | TONS. | CAPTAIN | FOR | SAILING DATE. |
|-----------|-------|--------------|--------|--------------------|
| RUBI | 2540 | R. W. Almond | Manila | On 14th September. |
| ZAFIRO | 2540 | A. Fraser | Manila | On 21st September. |

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 9th September, 1907. 15

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

For freight and further information apply to

SHEWAN TOMES & CO., GENERAL AGENTS.

Hongkong, 3rd September, 1907. 16

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

| Steamers | Tons. | Captain. | Sailing Date. |
|----------|-------|---------------|--------------------|
| TREMONT | 9,606 | T. W. Garlick | On 12th September. |
| SUVERIC | 6,235 | W. Shotton | On 1st October. |
| KUMERIC | 6,232 | D. Baird | On 15th October. |
| SHAWMUT | 9,606 | E. V. Roberts | On 6th November. |

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDINGS.

Hongkong, 3rd September, 1907. 7

HAMBURG-AMERIKA LINIE PASSENGER SERVICE.

BY the new steamers, "RHENANIA," "HAMBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort and the most luxurious travelling. They have very large cabins, provided with ONLY LOWER BERTHS. The cabins are amply fitted with fans. Laundry on Board. Doctor and Stewardesses carried. These steamers call at PLYMOUTH homeward, at SCUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" and "SILENIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

| OUTWARD. | HOMEWARD. |
|-------------------------------|---|
| FOR SHANGHAI, KOBE, YOKOHAMA. | FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH HAVRE, & HAMBURG |
| HOHENSTAUFEN ... 1st October | HAMBURG ... 4th September |
| SILENIA ... 2nd November | RHENANIA ... 2nd October |
| | HOHENSTAUFEN ... 30th October |

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:

SUEVIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 14th Sept.

BRIGAVIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 28th Sept.

HOHENSTAUFEN ... FOR SHANGHAI, KOBE & YOKOHAMA ... 1st Oct.

SENGBAMBIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 15th Oct.

NEXT SAILINGS HOMEWARD:

VIA STRAITS, COLOMBO AND ADEN.

TAKING CARGO at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, also via Aden or Port Said by the "ARABIAN" PERMANENT SERVICE to Arabian and Persian Gulf Ports.

SLAVONIA ... HAVRE, BREMEN & HAMBURG ... 22nd Sept.

RHENANIA ... NAPLES, PLYMOUTH, HAVRE & HAMBURG ... 2nd Oct.

BELGRAVIA ... HAVRE & HAMBURG ... 19th Oct.

HOHENSTAUFEN ... NAPLES, PLYMOUTH, HAVRE & HAMBURG ... 30th Oct.

* Special attention of intending Passengers is drawn to the splendid accommodation of these Steamers. Saloon and cabins amply fitted. Lighted throughout by electricity. Duly qualified Doctor and stewardesses carried. Laundry on board.

COAST SERVICE.

KOWLOON ... FOR TSINGTAO, NAGASAKI & VLADIVOSTOK ... 9th September.

Freight and Passengers.

[12]

VESSELS ON THE BERTH

FOR VLADIVOSTOK.

THE Steamship

"VINE BRANCH"

will be despatched as above on or about 10th September.

For Freight and further particulars, apply to

DODWELL & CO., LTD., Agents.

Hongkong, 7th August, 1907. 1908

REGULAR STEAMSHIP SERVICE

WITH LIBERTY TO CALL AT MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

FOR BOSTON AND NEW YORK.

S.S. "GHAEZE" ... 14th Sept.

S.S. "SIKH" ... 3rd Oct.

+ 1st Class Passenger accommodation.

For Freight and further information, apply to

DODWELL & CO., LTD., Agents.

Hongkong, 22nd August, 1907. 1226-1254

COMPAGNIE DES MESSEAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS

THE Steamship

"TOURANE"

Captain Laucelin, will be despatched for MARSEILLES, on TUESDAY, the 17th September, at 1 p.m.

This Steamer connects at Colombo with the Australian line s.s. "Armand Behic," bound for Marseilles via BOMBAY and Aden.

Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "AUSTRALIAN" ... 1st Oct.

S.S. "NEHA" ... 15th Oct.

S.S. "YARFA" ... 24th Oct.

S.S. "ERNEST SIMONS" ... 14th Nov.

S.S. "TONKIN" ... 24th Nov.

S.S. "POLYNESIE" ... 10th Dec.

G. DE CHAMPEAUX, Agent.

Hongkong, 4th September, 1907. 2

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMANENT GUINTELL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MALTA"

Captain R. A. Peters, carrying His Majesty's Mail, will be despatched from this for Bombay &c. on SATURDAY, the 21st September, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Mongolia," 9,500 tons from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "ARABIA," due in London on 2 d November, 1907.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 9th September, 1907. 1

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Call at Funchal, Port, Dewitz, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TARIKIA, &c.

THE Steamship

"ALDENHAM,"

Capt. St. John George, will be despatched as above on SATURDAY, the 28th inst., at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 5th September, 1907. 1462

CHINA COMMERCIAL S.S. CO., LTD.

FOR SALINA CRUZ, MEXICO.

THE Steamship

"MARIE"

Capt. G. C. Christensen, will be despatched for the above Ports via MOJI JAPAN, on SATURDAY, the 28th September, at 5 p.m.

For Freight or Passage, apply to

CHINA COMMERCIAL S.S. Co., Ltd., Hotel Mansions.

Hongkong, 7th September, 1907. 1473

THE RUSSIAN VOLUNTEER FLEET

FOR ODESSA.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS |
|--|----------------------------|------------------|-------------------------------|
| LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO, and PORT SAID | CEYLON | About 11th Sept. | Freight and Passage. |
| SHANGHAI, MOJI, KOBE, BORNEO and YOKOHAMA | Capt. G. W. Gordon, R.N.R. | About 13th Sept. | Freight and Passage. |
| SHANGHAI | OCEANA | About 20th Sept. | Freight and Passage. |
| LONDON via USUAL PORTS | MALTA | Noon, 21st Sept. | See Special Advertisement. |

For further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 9th September, 1907.

CHINA NAVIGATION CO., LIMITED.

| FOR | STEAMERS | TO SAIL |
|--|-------------|-----------------------|
| HONGKONG, PAKHOI and HAIPHONG | "HUPEH" | On 10th Sept., 4 p.m. |
| MANILA | "TAMING" | On 10th Sept., 4 p.m. |
| YOKOHAMA and KOBE | "CHUNGKING" | On 10th Sept., 4 p.m. |
| CEBU and ILOILO | "KIUANG" | On 14th Sept., 4 p.m. |
| SWATOW, NINGPO and SHANGHAI | "KIUANG" | On 14th Sept., 4 p.m. |
| CHIEFOO and NEWCHANG | "KWEIYANG" | On 17th Sept., 4 p.m. |
| CHIEFOO and TIENTSIN | "KWEIYANG" | On 17th Sept., 4 p.m. |
| MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE | "CHANGSHA" | On 27th Sept., 4 p.m. |

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| FOR | STEAMERS | TO SAIL |
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| SHANGHAI, NAGASAKI, KOBE and YOKOHAMA | "GOEBEN" | About Tuesday, 10th Sept. |
| NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG | "PRINZ FRIEDRICH" | Wed. day 11th Sept., at Noon |
| MANILA, FRIEDRICH, WILHELM, HAFEN, SIMPSONHAFEN, SAMARAI, BRISBANE, SYDNEY and MELBOURNE | "PRINZ SIGISMUND" | Thursday, 12th Sept., at Noon |
| YOKOHAMA and KOBE | "PRINZ WELDEMAR" | About Thursday 18th October |
| KUDAT and SANDAKAN | "BOBEO" | Beginning of October |

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Hongkong, 9th September, 1907.



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| "TARTAR" | 4,435 | WEDNESDAY, 11th Sept. | 5th Oct. |
| "EMPRESS OF CHINA" | 6,000 | THURSDAY, 26th Sept. | 14th Oct. |
| "EMPRESS OF INDIA" | 6,000 | THURSDAY, 24th Oct. | 11th Nov. |
| "EMPRESS OF JAPAN" | 6,163 | WEDNESDAY, 6th Nov. | 30th Nov. |
| "TARTAR" | 4,435 | WEDNESDAY, 21st Nov. | 9th Dec. |
| "TARTAR" | 4,435 | WEDNESDAY, 4th Dec. | 28th Dec. |

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|-----------|-------|----------------------|----------------|----------------------|
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| TJIKINI | JAVA | First half of Sept. | JAPAN | First half of Sept. |
| TJILATJAP | JAPAN | Second half of Sept. | JAVA PORTS | Second half of Sept. |
| TJILWONG | JAPAN | Second half of Sept. | JAVA PORTS | First half of Oct. |
| TJIBODAS | JAVA | Second half of Oct. | JAPAN | Second half of Oct. |
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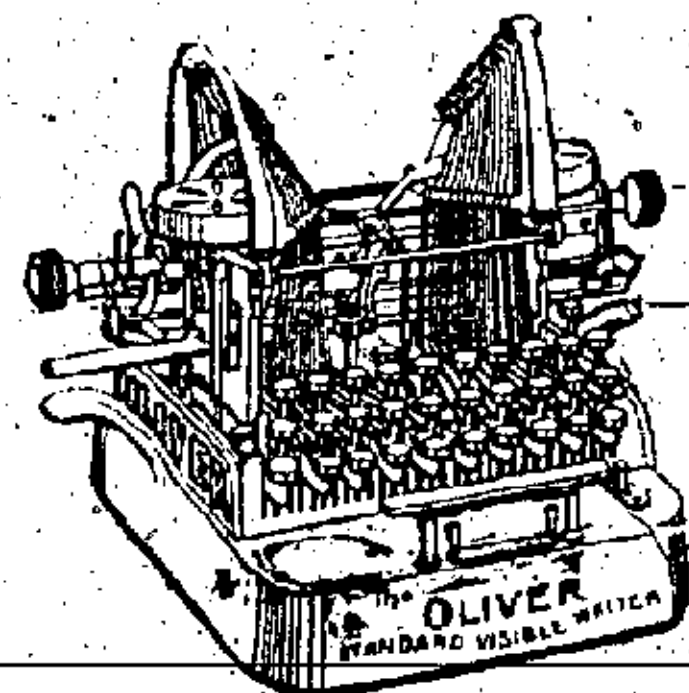
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Russian.—S. Petersburg, 1881; Russian Land
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LEGAL DOCUMENTS

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Rules of H.B.M.'s Supreme and other Courts
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